

REVISING THE CENSUS

Nye Gives Some Results of His
Expurgatory Labors.

SAMPLES OF IMPURE THOUGHT.

[Which He Ran Across Among the Otherwise
Immaculate Returns Freely Given
to the Public.]

[FOR THE SUNDAY HERALD. By special
arrangement with the author.]

My thanks are due to the printer for
advance sheets, promptly received, of a
little brochure entitled "The Literary
Side of the Census," the receipt, or
recipe, rather, of which is hereby gratefully
acknowledged.

It is a little volume of less than 200
pages, printed by the government,
and written by a man of letters, a
scholar, and a great deal more. It is
compiled from answers on file at the Census
bureau mainly regarding the interrogatories
issued by consent and convenience of
government relating to immorality on
property and other private matters. The
publication of the book reveals for the
first time the true reason for these com-
pulsory answers. Acting upon the hint
already given by thrifty publishers and
syndicates, who write to unsent people
occasionally asking them how they
earned their first money and whether
they have it yet, and if so, whether they
were willing to loan some of it, etc.,
the bureau has its drawers now full of
statistics, as one might say, and with no
cost at all, is going to issue this book as
soon as I have looked it over carefully
and done some expurgating. Mr. Wain-
maker says he will cheerfully put it on
his bargain counter if I will go through it
carefully and see that it is pure.

My esteemed contemporary, the editor
of The Congressional Record, has gone
through it, but in a slightly cursory
manner, I think, and quite a number of
impure thoughts have escaped his eagle
eye—thoughts which of course might be
permitted in a deliberative body, but
not in the mails. Those who have hap-
pened to be in the postal car on a hot
day when an impure thought was in
transit will agree with the writer that it
ought to be stopped, especially during
the crowded seasons, when the mails are
already overtaxed with their burden of
lottery business.

If I could have my way I would have
appointed by the president a large com-
mittee of mind readers, to have general
supervision of the United States, and the
moment any person was detected hav-
ing an impure thought the committee
should have power to hit him back of
the car with a club and take him to the
cadi. The time is surely coming
when the now lawless think return of
the great thinking will have to be
subservient to the laws of the land.
This will be general at that time. Peo-
ple who have surreptitiously thought
dram for centuries will be brought up
and exposed. It will be a good
many, I think. It will create a good
panic. No one but the dignified and
non-committal idiot will be safe. But I
fear that I am digressing.

The book above referred to embodies
some old information regarding indec-
ency, and sheds light at times incidentally
on some points not embodied in the
census regulations and not contemplated
by the act authorizing the taking of the
census. I will give a few of these re-
marks bearing on the mortgaged condi-
tion of property and the reasons there-
for, carefully eliminating names and
residences.

One man who writes a very poor
hand says: "I have mortgaged my place
for \$500 to a neighbor of mine in order
to give my daughter good schooling and
accomplish her so as she could do well.
He learnt to eat pie with a fork and
play 'The Maiden's Prayer' on the
piano, and then married what's called
an arsement. He made an ascension last
spring, and they didn't find him till last
April, when a brother of his made an
ascension at the same place, and when
he came down he discovered my son-in-
law in a tree. He recognized him
before he seen him, he said. The
widow and children are stopping at
home now along with me and mother.
I will hit the mortgagee as soon as I can
if you will keep this to yourself. It
galled Martha a good deal when this

here misalliance was made with the
balloon feller, and if it should all get
into our country paper my life would be
as hell on earth."

Another man who is somewhat garru-
lous says: "There is a little incumbrance
on my place of some \$1,400 and interest
from 1879 at 10 per cent. I hope to pay
it as soon as I get my pension and ar-
rers of same. In fact I would not have
mortgaged but with the hope of raising
the money long ago by that means. All
mortgages are given, I think, with some-
thing in view which is expected to wipe
out the indebtedness. That is where we
get disappointed and left, I think, do not
you?"

"It was like this: In the fall of '93 I
was a kind of assistant commissary, and
we had been on a forced march for two
days trying to draw the attention of the
enemy from the main column, and suc-
ceeding so well that we became very
popular with the southern soldiers. We

went in our regiments and then hit out, but
land sales, they just seemed like they
couldn't give us up, and so they didn't
get off our coat tails for forty-eight
hours. I haven't got my breath yet, to
tell you the truth, but that ain't to the
point exactly.

"Finally the rebel horde, as they were
called at that time, quit, and after shoot-
ing a few of us, enough for a mess, prob-
ably, they turned around and went back
to monkey with the main column, which
had improved the time by securing much
needed rest and change of scene.

"The following day we camped near a
deserted still, which had three barrels of
rice, now, warm whisky in it. We cap-
tured these, and they were placed in
charge of the commissary. The troops
were very much exhausted and begged
for some of this liquor, but it was ex-

"He said he all at once heard a yell,
which turned the balproing in his
watch perfectly white. He jerked the
auger out, and according to his sworn
testimony, on the end it had a frag-
ment of an old army shirt and a birth-
mark which he recognized, saying to
those about him, 'My God! we have
bored into the commissary's assistant; let
me begone without delay.'

"After such testimony as this I thought
I would only have to establish my own
identity, and assert on oath that my vi-
tals are constantly exposed to the night
air, and my finer feelings are liable at
any moment to fall out and be appropri-
ated by others. I did so state to the
commissary of pensions, who replied in
a flippant way, referring me to the
bureau of vital statistics, and stating
that a friend of his had just perfected an
invention to be worn over such apertures
to keep the works of those who had been
bored into in that way from getting
freakles on them.

"So I have mortgaged my place, think-
ing it was perfectly safe to do so, and
that a beneficent government would
listen to my sorrows and pity my great
misfortune. But the surplus has come
and it has went away, and I am left
here on my mortgage, and, trying to
raise the mortgage, I am, I think, hold-
ing my penneers in with the other,
while you people at Washington, full of
fun, good victuals and high purposes,
sit there on the woodstock, as it were,
ready to burst with ill concealed laugh-
ter every time I display my wound.

"Dog on such a government, I say, and
I say it fearlessly, too. Who cares a finker's
mill site for mirth and multiplication
table and mean temperature and the
mortality among mince pies when fol-
lowing are suffering on every hand? You
seem to think you are saving the great ship
of state by asking me to state on oath that
I am in debt, and not only gratify the
idle and venomous curiosity of your ill
senseless burro that hasn't been able
yet to count a single town correct since
I knew it, but then you must also make
ask me to swear to my shame, and
make oath publicly to my tottering
credit.

"Go! get you old intellectual pus cav-
ity! Go home, you old stalling ass,
and put a bread-and-milk ponette on your
morbid curiosity. Get out! Avam! and
don't waste any time about it. Go home
and tell your folks to bar the door when
they see the fatigued Washington fool
killer coming. Tell them I said so!"

"Well, these fellows were all extremely
full, and they went on to state that they
were glad of it. They had been heard
to speak disparagingly of the rebellion
several times, and to say also that if they
were home again they would be almost
willing to let the colored man break his
own fetlocks in each style as he might
deem proper. They said a great many
things about the inconvenience of being
chained and shot at for two days running
by an infuriated foe at \$13 per month
and find one's self.

"Later on we ascertained that the
liquor had been secured by incendiaries,
who had stolen two barrels out of three,
and almost out from under our noses.
This very naturally infuriated our offi-
cers, who had had only one or two big
drinks out of it so far, preferring to wait
a day or two in order that it would have
more age. I tasted of it myself once, so
I was told by friends who held my head
all the day afterward. I couldn't help
thinking at the time that if this sort of
liquor was general in the south, piracy,
treason and the use of cursors in the
sanctuary ought not to be looked upon so
seriously as they would where a less
malignant style of ruin was in general
circulation.

"Well, to make a long story short, Mr.
Census Burro, I was selected to guard
the remaining barrel that night. I put
it up on a trellis, locked the doors and
laid down alongside the trellis in my
blankets and waited for day. I kept
awake for probably an hour, though it
seemed to me like a year. Then on the
crickets sounded further and further
away, and that was all for I was tired.
Oh, sir, I was indeed very tired. I
wasn't doing regular guard duty, recollect,
Burro, but sort of volunteer police
duty.

"Along about 1 o'clock, I should say,
I was woken up by a sharp pain in my
person, and with a shriek of agony which
was heard distinctly by loyal neighbors
of mine in Montreal, who said that it re-
minded them of the shriek made by Foe
dom at the time when Koenigske fell, I
stood in the middle of the floor wrapp-
ing in my own sad thoughts and an army
shirt which did not extend to the core
of the war by any means.

"As I darted away from what seemed
to be the sting of an overgrown hornet,
such as one might run across while ram-
bling through Satan's preserves, I saw in
the uncertain light the retreating bit of
a two-inch auger. Then I could make
out dimly a large collection of auger
holes distributed all over the floor, and
evidently in a vain search for spirits, and
below I heard the footfall of escaping
soldiers as they fell over each other in
their efforts to escape.

"The whisky was saved, and in one of
the battles which occurred soon after-
ward I think it was the day, for our
colonel was so ill natured because of the
head he had upon him on that day that
before any one could pacify him he
rushed in and killed quite a lot of the
enemy, thus weakening them and turn-
ing their flank wrong side out, which
we took advantage of, and it gave us the
victory.

"But I have never been the same man
since I was so horribly bored. I never
feel sure of my victims unless of the
very coarsest character, and I suffer
great pain at times. What I cannot un-
derstand is that so many people regard
the whole matter as mirth provoking.
Even quiet, sensible old people who are
not at all frivolous give themselves up
to paroxysms of laughter when I tell my
tale. Why should old silver haired
people whose bloom has been rubbed off
for many a year let a peal of laughter
because my pancreas is weather beaten
and the night air whistles through my
thoracic ducts?

"I have put in all the testimony that
anybody need to, I think, regarding the
case, and have sworn to everything that

THE TRIPS THAT COST

Twenty-five Thousand Dollars to
Cross the Ocean.

HEAVY OPERATING EXPENSES.

But the Receipts are Considerably Larger and
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Very Well.

What does it cost to run a palatial twin
screw racer across the Atlantic? That is
the question which The Sun, for the en-
lightenment of its readers, is asking. It
recently put to the New York agents of
several big steamship companies. The
questioner was about to file the query
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of the sea, when he stroked into the office
of the Hamburg-American line. There he
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lation. The Normanna is not quite as big
as the twin screw boats of the White Star
and Lunan lines, but her expense account,
owing to the greater length of her voyage,
is just as formidable. The cost of running
her from her dock in the Teutonic town of
Hoboken to her dock in the town of Ham-
burg, no less Teutonic perhaps, is about
the same as the cost of running the City of
Paris from New York to Liverpool.

When the Normanna starts on an east-
ward voyage she carries nearly 3,000 tons
of coal in her protected bunkers. Some of
this is American and some foreign soft
coal, and it costs about \$8.50 a ton. The
sooty smokers daily shove into her roaring
red furnaces between 200 and 300 tons. The
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merous smaller engines, her pumps and
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A SALARY BILL.
The salaries of the big ship's company
are not an unimportant factor in the ex-
pense account. Among the 300 persons who
look after the working of the racer and the
comfort of her passengers are, besides the
cook headed captain, 8 officers, a surgeon,
25 engineers, 25 musicians, 25 cabin boys,
25 stewards, 25 seamen, 114 firemen, 35
waiters and waitresses, 22 cooks, bakers
and assistants, 2 carpenters, 1 barber and
4 skilled mechanics. The total wages of
these for a trip of 100 days is about
\$2,000, not counting perquisites.

Capt. Heibel receives the highest salary.
It varies between \$2,000 and \$4,000 a year,
and depends somewhat on the earnings of
the ship. The captain's salary is 5 per cent.
of the gross receipts of the ship. This is the
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is not likely that any of them are going
to cease sailing, or to be insured for it, as
long as a first trip means money in their
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Every hour the captain of the City of New
York saves means a saving in coal alone
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Next in importance to the captain of an
ocean steamer is the chief engineer. He is
not as frequently visible to the cabin pas-
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nobody makes much fuss over him, but he is,
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Normanna cost about \$10,000. This is the
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two hundred five hundred bottles of red
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tles of champagne, 1,200 bottles of cordials,
15,000 bottles of beer, 800 bottles of beer,
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mineral water, 37,000 gallons of drinking
water, 70,000 pounds of potatoes, 16,000
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and biscuits, 45 baskets of vegetables, 7,000
pounds of butter, 100 pounds of cheese,
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pounds of coffee, 1,000 pounds of tea, 250
pounds of chocolate, 120 gallons of milk,
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flour, 65 gallons of cream, 17,000
pounds of beef, 12,000 pounds of mutton,
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bologna, 1,000 pounds of veal, 700 pounds
of bacon, 600 pounds of pork, 600 pounds
of game, 200 pounds of canned meat, 200
pounds of lamb, 30 barrels of preserved
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all of it used to keep her ponderous tri-
umphant engines, her dynamos, her nu-
merous smaller engines, her pumps and
so on running smoothly, combined with
the coal bill, is quite \$8,500.

A SALARY BILL.
The salaries of the big ship's company
are not an unimportant factor in the ex-
pense account. Among the 300 persons who
look after the working of the racer and the
comfort of her passengers are, besides the
cook headed captain, 8 officers, a surgeon,
25 engineers, 25 musicians, 25 cabin boys,
25 stewards, 25 seamen, 114 firemen, 35
waiters and waitresses, 22 cooks, bakers
and assistants, 2 carpenters, 1 barber and
4 skilled mechanics. The total wages of
these for a trip of 100 days is about
\$2,000, not counting perquisites.

Capt. Heibel receives the highest salary.
It varies between \$2,000 and \$4,000 a year,
and depends somewhat on the earnings of
the ship. The captain's salary is 5 per cent.
of the gross receipts of the ship. This is the
way the ship's company are paid, and it
is not likely that any of them are going
to cease sailing, or to be insured for it, as
long as a first trip means money in their
pockets and the comfort of their company.
Every hour the captain of the City of New
York saves means a saving in coal alone
of \$50.

Next in importance to the captain of an
ocean steamer is the chief engineer. He is
not as frequently visible to the cabin pas-
sengers as his gold laced superior, and
nobody makes much fuss over him, but he is,
in the opinion of his employers, a very
important man. He is the man who makes
the great ship "get up and get on." He
handles daily reports of how things are going
on down below to the captain. He tells
how many tons of coal he is using, how
many inches of water in the boiler, and
the number of revolutions his engines
propellers make a minute. If he doesn't
get as much speed out of the clanking twin
giants as the captain thinks he ought to
he is liable to be sent to the back and
tells him to whip her up, like a good fellow.
It is essential to the captain's interest that
he should be friendly with the boss of the
mighty machines. For his great work the
chief engineer receives \$10 a month and
his board, while the chief of the engine
receives \$8 a month, which is more than the
captain of many steamships of the second
class get.

CAN'T DRINK SALT WATER.
The food and drink consumed by pas-
sengers and crew during a recent trip of the
Normanna cost about \$10,000. This is the
complete list of the things that were neces-
sary to make life aboard the luxurious
liner comfortable. The list includes 200
two hundred five hundred bottles of red
wine, 2,000 bottles of Rhine wine, 2,000 bot-
tles of champagne, 1,200 bottles of cordials,
15,000 bottles of beer, 800 bottles of beer,
400 bottles of port, 2,500 bottles of
mineral water, 37,000 gallons of drinking
water, 70,000 pounds of potatoes, 16,000
pounds of beans, peas and so on, 2,300
pounds of fruit, 1,500 pounds of jellies, tarts
and biscuits, 45 baskets of vegetables, 7,000
pounds of butter, 100 pounds of cheese,
10,000 eggs, 3,500 pounds of sugar, 100
pounds of coffee, 1,000 pounds of tea, 250
pounds of chocolate, 120 gallons of milk,
10,000 apples, 120 oranges, 100 lemons,
400 pounds of preserves, 100 pounds of
flour, 65 gallons of cream, 17,000
pounds of beef, 12,000 pounds of mutton,
1,800 pounds of ham, smoked beef and
bologna, 1,000 pounds of veal, 700 pounds
of bacon, 600 pounds of pork, 600 pounds
of game, 200 pounds of canned meat, 200
pounds of lamb, 30 barrels of preserved
meat, 20 barrels of salt pork, 16,000 pounds
of fish, 40 chickens, 150 ducks, 60 turkeys,
60 partridges and 30 geese.

From a miscellaneous list of figures it
may be said that one trip of the Norman-
na costs the Hamburg-American line not
less than \$25,000. To offset this expendi-
ture, which does not include the cost of
insurance, the Normanna must carry
many passengers and some freight. The
number of passengers varies, of course,
according to the season. She carries in
midsummer sometimes nearly 500 first and
second cabin and about 500 steerage voy-
agers. The average price of a first cabin
passage is about \$110, and that of a second
cabin about \$50. The average price of
steerage accommodations is about \$22.
The receipts from all classes of passen-
gers on a good midsummer trip are over
\$80,000. Usually the Normanna carries
800 tons of freight, which at the transpor-
tation rate of about \$10 a ton, amounts to
\$8,000.